

BIG CUT IN NAVY BILL IMPERILS AVIATION

Measure Is Reported in House
With \$375,000,000 Slashed
From Estimates

INCREASES SAILORS' PAY

By the Associated Press

Washington, June 12.—As reported to the House today, the 1920 navy appropriation bill carries a total of \$601,500,000, a decrease of \$375,000,000 from the estimates submitted by Secretary Daniels and \$120,000,000 less than the amount carried in the bill as it passed the House last session. One of the principal items is an appropriation of \$133,000,000 for continued construction of the 1916 building program. No new construction is authorized.

The bill provides for a temporary enlisted strength of 241,000 men until October 1, 191,000 to January 1, and 170,000 for the remainder of the fiscal year, with a permanent increase of 50 of enlisted men from \$17.50 to \$22.50 a month.

The authorized number of enlisted men in the marine corps is permanently increased from 17,400 to 27,400 to enable a force of 10,000 to be retained for duty in Europe.

The appropriation for aviation was reduced from \$15,000,000 to \$15,000,000. The committee explained this amount was included only for the maintenance of the present naval air service until a definite policy for future expansion could be determined.

The measure will be considered by the House tomorrow.

Abandonment of the navy's extensive plans for experimenting with rigid and nonrigid types of lighter-than-air flying machines was said by naval officers today to be pressed by this action.

Secretary Daniels said it would take the navy a long time to recover from the effects of the setback naval aviation would receive should the revised figures stand. He was expressed by the secretary that the Senate committee would revise the appropriation upward.

"We had outlined a program for the coming year," Mr. Daniels said, "that would have placed the United States navy on a footing with other navies of the world with regard to aviation, and if followed up consistently for the next few years probably would have made the United States the leader in the field of naval aviation. If we are limited to the sum set in the House bill we will hardly be able to benefit from the lessons learned from the NC-4's flight across the Atlantic and will certainly not be able to carry on the experiments with aircraft of the Zeppelin type that we had planned."

WANT COMFORT STATIONS

Municipal Research Bureau Points Out Their Need

The need of public comfort stations of a modern type is emphasized by the Bureau of Municipal Research in its most recent bulletin. Inconveniences occasioned by their absence during the recent entertainment of the Twenty-eighth Army Division are pointed to as arguments in favor of the expenditure of public money along this line.

The failure of the city so far to frame any comprehensive plan for the comfort and accommodation of the public generally is declared to be a flaw in Philadelphia's hospitality whenever extended to any large bodies of out-of-town guests. The suggestion is made that this city might well benefit through following the example of European cities.

FINNEESH LES SABOTS ENFIN, SIGHS BRIDE FROM FRANCE

"We Thought All Americans Were Millionaires," Says Mrs. Heimerl on Reaching U. S.—Meets Husband

"Finneesh les sabots—enfin!" Thus sighed Mrs. Clara Heimerl, Gloucester's prize war-bride from more or less Sunny France, as she stood beside Sergeant Charles Heimerl, of the 312th Infantry, and smiled.

Smiling is one of the best things brides do, and brides from the land of the sun can't be beaten at it. But she was not talking of the I. W. W. No, dear reader, "sabots" are the wooden shoes some French women wear.

"No more wooden shoes, at last!" What a world of relief to the fond wife heart. "Tant pis," she explained with a shy side-glance. "Charles, 'les sabots' no four pas le grand difference quand." Meaning "but after all, for nevertheless, Marie's wooden shoes don't make a big difference when—"

Well, the idea is that a Yankee, or any other, will stick the jaws of the hotel porter who may have to shine a couple pair of sabots, if only the lady who wears them is all that ladies from France know how to be.

In her own French, mixed with English, and her husband's English, mixed with French, the bride knows that she is more than delighted with this country and knows that she is going to enjoy living here.

"Everything in America seems to be up to date," says Mrs. Heimerl, "and I think everything is going to be run by machinery."

An ex-claiming of the French attitude toward American soldiers, she said: "The French people like the American soldier."

INCOME TAX PAYERS LAG

Thousands in Philadelphia District Waiting for Last Day

Philadelphians are tardy in coming across with their income tax.

According to Collector of Internal Revenue Lodger, 29,000 income tax bills have been sent out in the Third Philadelphia district. Despite the near approach of June 16, the final day of payment, only 29,000 of these bills so far have been paid.

It was hoped this quarter to avoid the last-minute rush, but Collector Lodger said last night that the lack of prompt response by the part of the taxpayers will make this impossible. Especially tardy are the corporations.

"Come now and avoid the rush of the last two or three days," is the advice which the collector is attempting to impress upon the taxpayers. Otherwise, it will mean a lot of standing in line, waiting and delay. But above all, don't miss out on the 16th and be placed in the penalized class.

St. Stephen's Graduates Five

Panathenaeic, N. Y., June 12.—Commencement exercises were held at St. Stephen's College at Annandale yesterday, when five students were graduated. They are Alex. N. Kowalski, of East Orange, N. J.; Harry J. Stretch, of Flushing, N. Y.; Joseph C. Frazier, of Minneapolis, Minn.; Harold O. Lounsbury, of Washington, D. C.; and Alonzo L. Wood, of Philadelphia.

Wrecked Ambulance Paid For

The Gloucester Fire Department, after several months' controversy, has

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TRANSPORT BEACHED AFTER CRASH AT SEA

Graf Waldersee Barely Saved
From Sinking—Towed to
Long Island

YANKEE SUNK IN COLLISION

(By Associated Press)

New York, June 12.—The transport Graf Waldersee, formerly one of the crack passenger liners of the Hamburg-American line, which was rammed last night by the steamship Redondo, was beached shortly after 11 o'clock this forenoon on the sands of Long Beach, L. I.

She was saved from sinking in deep water by the steamship Patricia, which came to her rescue off Fire Island, and with the assistance of wrecking tugs took her in tow and moved for the shore. Water was gaining in her holds, her engine room was full and she had settled so deep that the chances that she could be beached before going down in deep water seemed slight.

The Patricia last night took off part of the crew of forty-one men and nine army officers, who were returning to France; the rest of the crew remains aboard. Several were injured during the collision. The commander of the Redondo attributed the collision to the fog.

The steamship Yankee, operated by the United States shipping board, sank at 3:15 a. m. today off Fire Island, after having been in collision with the Italian steamship Argentina late last night. The captain and crew of the Yankee were taken on board the Argentina.

The Argentina, continuing on her course across the Atlantic, reported that she would transfer the Yankee's crew to the Cardinal lightship.

TREATY TO PROTECT GERMAN-AMERICANS

Naturalization Feature Provides
Against Forced Army
Service

If you are a naturalized American citizen who happens to be born in Germany, don't worry! You'll never have to do the goose-step, no matter whether the fates, by fair means or foul, ship you to Germany or not.

Because, according to the detailed treaty which Senator Borah has published in the Congressional Record, Germany cannot induct into military

service Germans who have become naturalized citizens of other countries.

At the outbreak of the world war the German system of conscription pulled into the service many accredited citizens of other countries who happened to be visiting the fatherland at the time. The power to induct such men into the German army was arrogated by the imperial government upon the assumption that natives of Prussia were Germans, whether they lived in Germany or not, whether they had voluntarily severed their allegiance to the former kaiser by leaving Germany and becoming citizens of other countries or not, and whether they wanted to fight for the fatherland or not.

"Once a German, always a German," was the religion of the imperial government, upon which it built its system of world-wide propaganda and espionage.

The text of the treaty, however, changes all this. In Article 278 it

reads: "Germany undertakes to recognize any new nationality which has been or may be acquired by her nationals under the laws of the Allied and associated powers, and in accordance with the decisions of the competent authorities of these powers pursuant to naturalization laws or under treaty stipulations, and to regard such persons as having, in consequence of the

acquisition of such new nationality, in all respects severed their allegiance to their country of origin."

And the interpretation of the text indicates that, providing Germany accepts the terms of the treaty, the German Government can never again presume, without breaking another international pact, to make a man a German if he doesn't want to be.

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How a Packard Truck Can Show Economy for 8 Years—and Longer

It Takes Two Ordinary Trucks, Each With a Life of Four Years, to Make Comparisons With One Packard



THESE days of close figuring—no business man can afford to make his truck investment without considering what service he can expect from his trucks six or eight years hence—and what the operating cost is likely to be.

Uncertain trucking cost is the bane of the cost-accounting and the auditing departments of many an otherwise well-conducted business.

How can a merchant figure on five cents per dollar for delivery if at the end of two years his trucking costs go up to eight cents and then to ten?

How can a coal dealer sell coal at a fixed price and a fixed profit if his truck upkeep per ton refuses to stay fixed?

Your expert accountant is an important man in your business and he must be given reliable figures to work with.

Packard sells transportation at a figure which can be determined before the truck is bought.

The relation of this figure to every other element in the owner's manufacturing and selling costs can be ascertained and depended on.

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Supposing an ordinary truck at a thousand or fifteen hundred dollars less than a Packard would last four years. And supposing the Packard lasted only eight.

It would take two such trucks to last as long as one Packard. And during the final two years of each ordinary truck, maintenance costs would increase out of all proportion—while service value would decrease in the same ratio.

Ten-year-old Packards are a common sight in America.

So by putting your transportation on the Packard 8-year basis you might easily save one-half the cost of using ordinary trucks.

At the same time, you would be certain of the cost per week, per month, per year—you would eliminate guessing from your transportation problem.

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